

# DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA

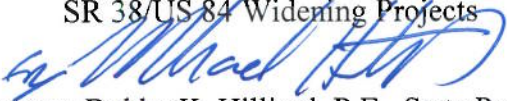


## INTERDEPARTMENTAL CORRESPONDENCE

**FILE:** EDS00-0084-00(026) Ware County, PI 522770  
BHN00-0007-03(028) Ware County, PI 522775  
HPPNE-0084-00(027) Ware County, PI 522780  
SR 38/US 84 Widening Projects

**OFFICE:** Program Delivery

**DATE:** January 21, 2010

  
**FROM:** Bobby K. Hilliard, P.E., State Program Delivery Engineer

**TO:** Ronald E. Wishon, State Project Review Engineer

**SUBJECT:** Request To Reverse Implementation of VE Study Alternatives

Recommendations for Implementation of Value Engineering Study Alternatives were approved by letter dated May 13, 2008. Upon further study, three of the original alternatives have been reevaluated and are being recommended to be reversed. Please see the original implementation Alternative Number and Description and the proposed Reason for Reversal below. Your review and concurrence of these recommendations is requested.

Alt #	Description	Reason For Reversal
TS-3	Remove Bike Lanes From Project (27).	SR 38/US 84 is on a Designated Bike Path. (SE Regional Bike and Pedestrian Plan)
TS-14	Use 18" (Curb & Gutter in lieu of 30" Curb & Gutter on Project (27).	Current standards are not designed to accommodate drainage structures for the 24" curb and gutter design. It creates the potential for increased gutter spread and would require additional structures. Cost for additional structures could eliminate the cost savings proposed for the reduction in size for the Curb & Gutter. Another stated disadvantage is that the curb would be placed one foot closer to the edge of travel way.
INT-4	Eliminate Needham Road Addition and upgrade railroad crossing in project (27).	Due to median spacing and minimization of railroad crossings, it is recommended that the Needham Road median opening and railroad crossing remain open (See Attached). The elimination of Ruskin Road (INT-2) & Griffin Road (INT-3) were implemented with the original implementation. Though not noted in the VE Study, leaving Needham Road and the Railroad Crossing open would eliminate the need for the railroad crossing at 17th Street as well. Needham Road is the only existing crossing that is currently paved and is situated in the center of the frontage road system.

This office recommends the reversal of the above implemented alternatives.

Reversal of Alternative TS-3:

Concur: Ronald E. Wishon  
State Project Review Engineer

1/27/10  
Date

Concur: James B. Bel  
Director of Engineering

1/28/10  
Date

Approve: Dee M. R  
Chief Engineer

2/1/10  
Date

Reversal of Alternative TS-14:

Concur: Ronald E. Wishon  
State Project Review Engineer

1/27/10  
Date

Concur: James B. Bel  
Director of Engineering

1/28/10  
Date

Approve: Dee M. R  
Chief Engineer

2/1/10  
Date

Reversal of Alternative INT-4:

Concur: Ronald E. Wishon  
State Project Review Engineer

1/27/10  
Date

Concur: James B. Bel  
Director of Engineering

1/28/10  
Date

Approve: Dee M. R  
Chief Engineer

2/1/10  
Date

BKH: MAH: JTB  
Attachments

Cc:  
Jason McCook/Brad McManus/Robert Reid, Roadway Design